

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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 (FOR KEY SEE REVERSE)

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1. The United Gdansk Shipyards (Zjednoczone Stocznie Gdanskie) at Gdansk (Danzig), which are the largest in Poland, are rather well-equipped and have principally English machines and tools. Since 1949 there have been no extensive changes in the shipyards because no equipment has been received from Western Europe except for some machine tools, such as lathes, milling machines, and drilling machines. Informant does not know if the shipyard is equipped to build naval vessels, but he does know that no naval craft are under construction. The shipyards employ about 8,000 workers, including 500 to 600 Soviet technicians and foremen. Three-fourths of the output of the shipyard is destined to the Soviet Union, while the remaining one-fourth is utilized by Poland. According to [ ] the shipyards will never be able to fulfill their assigned quotas because of the lack of well-trained specialists, the lack of modern precision tools, and the continually delayed delivery of building materials from factories and other state enterprises.<sup>1</sup>

2. From the beginning of November to early December 1952, the shipyard completed construction of the following vessels for the Soviet Union:

a. SOLDEK class ships:<sup>2</sup>

S.S. SOLIKAMSK  
 S.S. NOVOSHAKHTANSK

## b. DOMBAS class ships:

S.S. VORKUTA  
 S.S. KUZBAS

These vessels, which are for use in transporting express freight, resemble the SOLDEK class ships, except that they are somewhat differently fitted out.

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## 6. Large fishing trawlers:

M.S. ORION  
M.S. MINSK  
M.S. JAKUT

These trawlers are part of a group of twenty trawlers which the Soviet Union ordered, probably in 1951. They are constructed of metal, measure at least 40 meters in length, are fitted out for transporting heavy military equipment such as guns and tanks, and have emplacements on which cannons can be installed. These trawlers are larger than the largest trawlers employed by the Polish fishing fleet.

3. Under construction at the shipyard for the Soviet Union are four SOLDEK class ships and four large fishing trawlers; the latter probably will be delivered to the Soviet Union during the first half of 1953. Sulzer engines are being installed, presumably in the trawlers; these motors, together with other ship machines, are being imported from Switzerland.

4. During 1952 the shipyards were constructing the following ships for Poland; this includes ships still under construction and those already completed:

S.S. WIECZOREK (SOLDEK class)  
M.S. NOWA HUTA  
M.S. LODZ  
M.S. GDANSK  
M.S. GDYNIA  
M.S. SZCZECIN

The above-named motor ships belong to the so-called NOWA HUTA class,<sup>3</sup> they are equipped with Swiss Sulzer engines, weigh about 1,800 DWT, average about 15 to 17 miles an hour, and are fitted out for transport of express freight. The M.S. NOWA HUTA had already been finished in December and was lying at anchor in Nowy Port at Gdansk, preparing to leave Poland.<sup>4</sup> The M.S. GDYNIA was expected to go to Copenhagen in late December 1952 to complete its construction.<sup>5</sup> The first ship of this class to be built, from which the class took its name, was to have been named the WARSZAWA; however, prior to the completion of this ship, another ship which had been purchased outside Poland and which now serves in the Polish-Chinese Line received the name WARSZAWA, following which the first of this class received the name NOWA HUTA.

5. Informant is certain that no naval ship construction is taking place at any Polish shipyard. Repairs of naval ships are performed as follows:

Gdansk shipyards: repairs of engines and motors.

Gdynia shipyards: internal fittings and some machine repairs.

Oksywie naval shipyard: all repairs concerned with armament.

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1. [ ] Comment: [ ] only one-half of the Polish six-year plan for shipbuilding was fulfilled in 1952. The plan was so far beyond the capacity of the shipyards that it was impossible to achieve the goal.

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2. [ ] Comments: In 1948 and 1949 the shipyards built a series of six ships, of about 1,600 BRT each, for use in transporting coal and ore. The first of this series was named SOLDEK, and the three other ships of the same class that were taken over by the Polish Merchant Marine were named the JEDNOSC ROBOTNICZA, BRYGADA MAKOWSKIEGO, and the PSTROWSKI. The two other ships of this class were taken over by the Soviet Union about two years ago. The recently-built SOLDEK class ships are better constructed.

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[ ] Comments:

ILLEGIB 3. These ships are also known as the LEWANT class ships which are refrigerator/cargo vessels.

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- 25X1A 4. [ ] the **NOWA BUKA** arrived in Istanbul on 3 December 1952 and in Genoa on 9 December 1952.
- 25X1A 5. [ ] negotiations were being conducted with the Netherlands to have the ship completed there and also fitted with Diesel engines.

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